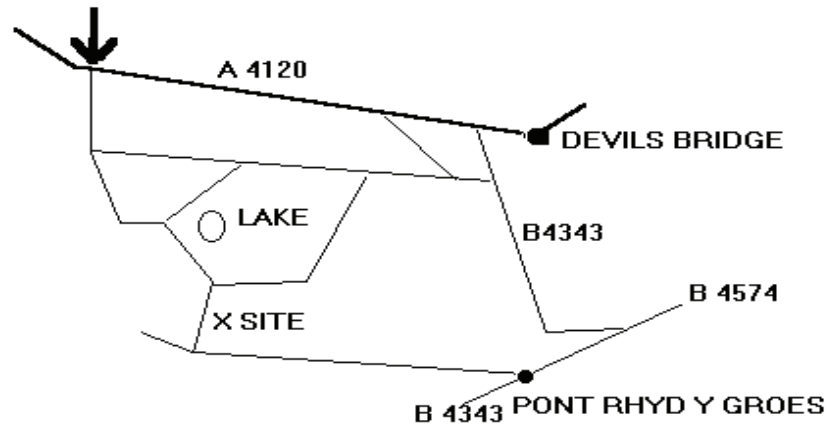
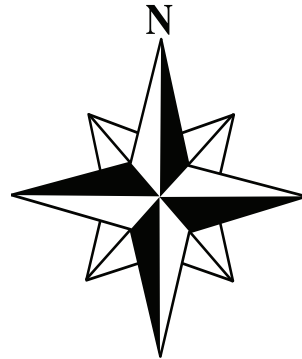


NEXT TRIAL.

DATE. February 21st
VENUE Trisant, Devils Bridge
C.O.C. J.P.R. & Tim Brookes

Scrutineering 8-30 to 9-15am



TRISSANT QUARRY SITE IS AT OS. SHEET 135. ABERYSTWYTH.
REF. 721741
THE AREA AROUND TRISSANT IS A MAZE OF NARROW LANES.
PLEASE DRIVE CAREFULLY.
THE EASIEST ACCESS IS FROM THE JUNCTION ARROWED.

[Http://www.midwales4x4.blogspot.com/](http://www.midwales4x4.blogspot.com/)
davelloyd4x4@aol.com

TORQUE DIRTY™



FEBRUARY 2006

RAMBLE ON

The one thing we all go trialing for is the challenge of driving our vehicle as far as we can through tough sections, we do it for the pleasure and satisfaction of getting as close to a clear as we possibly can. But we all drive different vehicles, and even if we're the best drivers in the world we don't expect a class two motor to get where a class five one will, which is frustrating for class two drivers who want the same chance of getting a good drive as everyone else. It's something the Club has talked about a great deal, we all agree that we should try and set alternative gates for different classes wherever possible, and to be fair to all those who have been C.o.C.'s we have listened to the drivers and set an alternative route, but maybe it's something we could do more often? When we set out a trial there is often an easier route alongside the hard part of a section that is still tough for a class two motor, or alternatively a very hard route that will make a serious challenge for class five. And now that we generally have two people acting as C.o.C. We should be making that extra effort to set alternative routes. It doesn't need to be for the whole section, just parts of it. If we can do this then everyone gets to have a good, and challenging, drive. Which is why we go trialing.

Dave Lloyd

IMPORTANT PEOPLE.....

If you need to know what's going on , and where , please contact one of your committee members .

Please call before 9-00 PM.

FRANK BRIGHT	Chair.	01547 / 550200
DAVE DEE.	Vice Chair	01970 / 890664
JO WHITBREAD	Treasurer	01559 / 362597
MALC' WHITBREAD	Committee Member	01559 / 362597
CHRIS HUGHES	Company Secretary	01597 / 860574
LINDA LLOYD	Membership Secretary	01952 / 433184
DAVE LLOYD	Newsletter Editor	01952 / 433184
ELAINE BRADSHAW	Committee Member	01545 / 570240
JOHN BRADSHAW	Committee Member	01545 / 570240
IAN McMAHON	Competition Secretary	01974 / 241039
MARTIN JAMES	Committee Member	01970 / 832729
MALCOLM SUMNER	Committee Member	01545 / 571547

Remember that some of these numbers are also business numbers, please keep calls to a minimum.

NEWSLETTER EDITOR.... Dave Lloyd.

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Email davelloyd4x4@aol.com

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Please send any
contributions to ...

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COALBROOKDALE,
TELFORD ,
SHROPSHIRE,
TF8 7DU .



Comp Safari Dates. 2006

March 5th	MW.
April 2nd	GORC.
May 8th	MW.
June 11th	GORC.
July 2nd	WW.
August 28th	WW.
October 1st	MW.

These are the dates we have at the moment, but they could change. Please check closer to the events. We have no information about venues yet, but we will let you know as soon as possible.

DON'T FORGET.

FIRE EXTINGUISHERS AND ROLL CAGES ARE NOW COMPULSORY IN ALL CLASSES.

MID WALES FOUR WHEEL DRIVE CLUB LTD.
Registered in England and Wales. Registration Number. 3520969
Registered Office. Erwyd Garage, Ponterwyd, Aberystwyth, Ceredigion. SY23 3LA.

Y RALI BRYN CYMRU 2006

HQ:- BASKERVILLE HALL, CLYRO.

Marches 4x4 Motorsport Management Ltd

Y Rali Bryn Cymru will be taking place over the first weekend in May. Rally HQ will be at the Baskerville Hall Hotel, Clyro, nr Hay-on-Wye.

This event will be the first round of the Matador Tyres National Hillrally Championship and is open to all MSA National 'A' and National 'B' licence holders

The National 'A' event will consist of 14 stages over the forest tracks in Radnor Forest and Abbey-cwm-hir with approximately 136 stage miles and 100 road miles. With 90 stage miles for the National 'B' entries.

The majority of the stages are forestry, but this will include quite a number of new roads and firebreaks that have been opened and cleared throughout last year and over the winter. Which will give a mixture of different ground condition to challenge the competitors. The entry fee for National 'A' competitors is £375.00 and national 'B' competitors is £275.00

The event supplementary regulation are available either from the secretary of the meeting Andy & Janet Flynn 01977 780 359, e-mail andy.jan@btinternet.com or they can be downloaded from the Marches 4x4 Motorsport website www.marches4x4.com

Marshals, Timing Crews and MSA Radio Operators will be also required for this event. If anyone is interested helping on this event either contact myself or visit the Marches 4x4 Motorsport website www.marches4x4.com where there is a dedicated off-road marshals page

Andy Mills [Deputy Clerk of Course]
07899 970 731, e-mail amills.pcs@btinternet.com

Press & Public Relations
Sylvia Maskelyne
01558 685383
07890967822

Entries Secretary
JAN FLYNN
01977 780359
07775 742 913

Matthew and the lamb roll.

We know what to expect at some sites such as Trisant and Cwmergyr, we've driven every inch of them over the last few years but different C.o.C's, maybe different weather, is enough to make the familiar a brand new challenge.

Which is just what you got at Cwmergyr with Ian McMahan and Marc Price in charge.

It's a great site anyway, where else could you find such a variety of terrain in such a compact site? When we say "I go off-roading in Wales" people think it's nothing more than bog and mountain, but here we've got it all, including the bog and mountainsides. We even got good weather, which was nice in such an exposed place. The last thing we wanted was a repeat of the ice storm that forced us into our only ever abandonment. Icicles forming on the steering wheel between sections is not a good thing.

So, who was having a good day, and who was having a bad one then?

In Class 2 Jim was driving against himself, and at the end of play had a high score. But that didn't mean he wasn't trying, oh no, Jim puts everything he's got into his driving and makes that 90 go places where most Land Rover drivers would have got out and started walking a long time ago. Cwmergyr isn't the best site for that kind of motor because of the amount of places that can cross axle you. It's a shame we don't have more drivers in this class because it is exciting to watch, especially when we have good drivers like Jim who aren't afraid of trying sections that drivers like Chris Spittle are also driving. There's a world of difference between class 2 and 5 motors!

Class 3 was won by Frank who ended the day in Chris

Hughes' V6 Land Rover after the diff' in Half Pint disintegrated and brought about Alan's retirement.

Having driven both of these machines at different times I can assure you that they each give you a vastly different driving experience, not that Chris' motor is a bad one, but it couldn't be any more different to Frank's. Whether Half Pint would have gone down the long, steep pile of loose stone any straighter though, is another matter entirely.

Chris Hughes was having a good day and keeping Frank on his toes until a soft 9 on section 7 set him back at least 7 points, but he kept second place.

Les Davies had most of the cylinders firing nearly all day in the Minx, but sadly the old girl is beginning to show her age a bit now, as are most of the leaf sprung motors unfortunately, but Les certainly isn't past it and he drives it as hard as he possibly can, often with surprising results.

Tim Mackley wasn't up to his usual pace though and just seemed to pick up an extra point or two on a few sections, which all add up. The average score for the day was 31 points and he was seven points up, which is less than a point a section or one bad section. But that's the way it goes some days, and it's very difficult to pull back lost points.

Class 4 is generally dominated by the 'hybrid' type of motor, a Land Rover shape on a Range Rover chassis or a tubular space frame, and they are hard to beat as well.

But now we have Angus Hornby in a chopped down Range Rover with a LPG conversion to add some variety. It might not be fully competitive - yet, but maybe it will be? The tractor weights on the back have improved traction no end, and don't forget he also gets a shunt which if used well can make a big difference. It's certainly good to see something different in this class though.

J.P.R. and Dave Tomley have

TRIAL DATES.

February 19th	Trisant	J.P.R. & Tim Brookes
March 19th		
April 15, 16 & 17th		
April 30th May 1st		J & E Bradshaw
June 18th	Crug	D Lloyd & Mike Lee
July 16th		
August 20th		
September 17th		J.P.R.
October 15th		T Mackley & C Spittle
November 19th	Ashfield	C Hughes
December 10th		

These dates should be right, if there are any changes then we'll let you know.

If you want to volunteer for spare dates, especially the ones earlier in the year, or help another CoC, then ask a Committee member.

Please ask around and look for new sites as well, and if you need any help at all just ask.

The weekend events will need helpers, and ideas for other things to do as well, again please contact a Committee member if you can help.

Ian needs to get the permit application in to the M.S.A. At least SIX WEEKS before the event takes place, or the Club gets fined. So please be aware of this and plan your trial well in advance by making sure the site you want is available. Please check with the landowner and make sure they will allow us onto the land and that they are aware of exactly what the Club wants to do.

RAMBLE ON.

rabbit infested sandy area at the bottom, where Jo scored one of the only two clears, along with Chris Spittle. Jo's Ford V6 Rover is a good motor, but the fiddles seem to let it down a bit by not being aggressive enough, and in this class it's essential to be able to haul the motor round as brutally as possible. They worked perfectly on the first section, but was that a result of the braked dumper tyre digging into the soft sand allowing the other side to swing round easily?

Tim Brooks nearly didn't make the start of play when his V8 refused to fire up on the trailer, but a full service from the assembled collection of mechanical wizards soon had it coughing into life.

With good results as well, 13 points on a hard trial like this is a damn good score. But site's like Cwmergyr seem to suit Tim's motor because it climbs so well, and the way he powers up the steep slopes makes it look easy, but it isn't.

Like Tim, Chris Spittle has very effective fiddle brakes on his

motor, as they both demonstrated on the section that had the steep climb up between the ruined walls. The loop / turn at the bottom was just about possible for motors without fiddle brakes, but the line you got for the climb was so much better with them.

And they got both these guys out of trouble more than once during the day.

Chris' motor, The Muddler, was built by someone else originally, but Chris has now made it his own with various modifications, and they work!

OK, the motor is good, but Chris is also a very good driver, which his score of 3 points at the end of the day proves.

It was a great trial at a good site, and Ian and Marc, with help from Les set some very different sections out, and they worked well. They also made the best of the all the different types of ground by mixing them up in the sections so you drove from rocks to grass to mud to sand, you needed to concentrate on this trial!

I know these guys stepped in at quite short notice when Dave

Computers have been very much in my mind recently, I've just gone through the sheer frustration of setting up a new one, which makes me wonder why we think we 'need' the latest and fastest machine, but we fall for the sales talk.

The main reason I wanted a more powerful machine is because I spend a lot of time using the internet, which I use for many different reasons, not all of them related to dubious Russian sites either!

I've set up a 'blog' that can be added to whenever I feel like it. So I've used it to share the huge collection of photo's that I've got going back about ten years, and other peoples photo's as well. Which is great, they would just sit there forgotten in a box otherwise.

It's good to see people leaving comments as well, even if they are anonymous. I set it up for fun, and that's the way it should be.

I have also put links to some of the many 4x4 sites that I have

discovered over the years as well. Some of these sites have a huge amount of technical information on them, and they often have 'Forums' where other like minded people share information or just have fun.

But like all good things the internet does have its downside. Conmen and thieves see the internet as an easy place to carry out their trade, and the skilled ones are virtually untraceable once they've stolen your money. Auction sites like Ebay are hugely popular, and if used correctly are very safe, but care has to be taken.. Especially if you are handing over money for something you haven't yet seen. Stick to the rules and you have some protection.

We all know about the common scams such as the "I want to use your bank account to transfer millions of pounds to your country, but please send me thousands of pounds first" But there are thieves out there who are far cleverer than that, and they will take your money if you

MSA Rally Marshals Training

The M.S.A. are running training courses for rally marshals, which might be of interest to some of you.
So if you fancy getting to watch rallies from a better viewpoint and do a very worthwhile job at the same time then please contact -

Derek Machin
BRMC National Training Officer
64 Byrons Lane
Macclesfield
Cheshire
SK11 7JW

or email to: training@brmc.org.uk

New to Motorsport Marshalling	
Instage Marshal Includes Rally Marshal & Sector Marshal	
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Rodbaston College, Stafford	19th February 2006
Derby	26th February 2006
North Kent	18th March 2006
Oxford & Cherwell College, Bicester	19th March 2006
College Powys, Newton, Mid Wales	25th March 2006
Carlisle	1st April 2006
Scotland	2nd April 2006
Swansea (+ Rally GB training)	29th July 2006
Rodbaston College, Stafford (+GB)	30th July 2006
Wilts College, Chippenham, Wilts	19th August 2006

Dee was taken ill , so thanks for are still competitive. He'll never that.
forgive me for my earlier
And we wish Dave a speedy comments!
recovery so he can once again
show us that leaf sprung motors

Dave

The Welsh language— why?

I recently bought a new computer, a superfast one so I can type Torque Dirty even faster. I also treated myself to the latest version of the photo editing software 'Adobe Photoshop' at the same time.

So I plugged it all in, and it worked fine. Then I loaded Photoshop and my troubles began.

Every time I opened Photoshop it froze up and there was no way to get it working. So I uninstalled it and reinstalled it - many times. But it still froze up when I went to use it.

Then I loaded it in the old computer and my laptop, and it worked just fine, by this time I was getting a little bit annoyed as this went on for weeks.

I even read the instructions, which is something no man ever does , but I was getting desperate by this time.

Finally I went to the Photoshop web site and looked at the 'Help page' , only to find this at the top.

“If Photoshop freezes when installed on a new computer check that the computer keyboard is not set to Welsh instead of English.”

Guess what my machine was set for?

And the really annoying thing was, the Welsh setting didn't make spelling Llanywhatthehell any easier !

RESULTS Jan 06

Cwmergyr. CoC. Ian McMahon & Marc Price

CLASS ONE
CLASS TWO
CLASS THREE
CLASS FOUR
CLASS FIVE

Jim Hornby
Frank Bright
J.P.R.
Chris Spittle



<i>DRIVER</i>	<i>CL</i>	<i>VEHICLE</i>	<i>QUAL</i>	<i>BEST SIX TOTAL</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>TRIAL TOTAL</i>
Jim Hornby	2	Land Rover 90			6	7	8	6	8	5	9	7			55
Les Davies	3	The Minx			6	8	7	7	4	6	9	7			54
Chris Hughes	3	Land Rover V6			7	5	5	6	1	0	9	2			35
Frank Bright	3	Half Pint			6	5	2	6	1	2	2	2			26
Tim Mackley	3	Land Rover V8			7	5	4	7	1	4	2	8			38
Alan Burns	3	Half Pint			7	8	6	6	Ret						
John Bradshaw	4	Land Rover V8			1	5	5	1	1	1	3	1			24
Malcolm Sumner	4	Land Rover v8			7	6	2	8	2	0	3	7			35
Dave Tomley	4	Land Rover V8			6	5	1	6	2	0	1	1			22
Angus Hornby	4	Range Rover			7	8	1	8	3	5	3	7			42
Matthew Tomley	4	Land Rover V8			6	5	3	8	1	9	3	0			35
J.P.R.	4	Land Rover V8			7	4	0	2	1	0	1	0			15
Tim Brookes	5	Land Rover V8			1	5	1	1	4	0	1	0			13
Jo Willett	5	Land Rover V6			0	5	3	5	7	3	1	0			24
Chris Spittle	5	The Muddler			0	0	2	0	1	0	0	0			3
Hal Ridge	5	Land Rover V6			6	7	6	8	1	8	8	0			44